# THE ARGUS.

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## Rock Island—From River to River.

Mexican news always becomes irritating if not alarming when the big interests are in consultation.

Speaking of nature faking, there is the bull moose that is transformed into an elephant over night. Boy, page T. Roosevelt.

His political enemies surely can't charge President Wilson with watchful waiting in the matter of the resignation of Mr. Hughes from the supreme bench.

While the suffragists shouted for "Votes for Women" during their Chicago parade onlookers thought "Boats for Women" would have been a more appropriate slogan.

The cartoonists can now return to Oyster Bay one big stick, eye-glasses, prominent teeth and a perfectly familiar broad-brimmed campaign hat. They'll have no more use for these heretofore handy cartoon ingredients.

In view of the shortage of meat in certain invested portions of the world, as well as of a lack of many good things from a dietary standpoint of others, the department of agriculture sounds a comforting note in its advocacy of the use of spring onions.

An effort was made to have a plank inserted in the democratic platform against members of the supreme court running for public office. President Wilson said the plank should not go in the platform. He declared it would be playing peanut politics. He was right, as usual.

When the modest and distinctive dress of a Chinese girl was questioned by a park policeman in New York, the maid from the flowery kingdom pointed to a powdered and short-skirted figure nearby and asked, horror-struck: "Would you have me look like that?" And, really, who would?

The express companies report a net profit of $6,691,000 for the eight months ending with February. This compares with a loss of $596,000 for the same period a year ago. A comparison that certainly proves that business is good and times are prosperous all over the country. A change of administration could not make them any better.

## MEXICAN SITUATION.

Carranza stresses a debating point when he cites the authority of our own officers to show that Villa's bands have been dispersed, and therefore argues that our mission in Mexico is ended. He chooses to overlook the very important consideration of what would happen if Villa should emerge from hiding and enter upon a new career of mischief. There need not be any more raids over the border. Any demonstration of consequence by Villa, if directed against the de facto government, would create a state of feeling in this country that might work infinite harm to Carranza. Villa must be held fast to his hiding place, and the Villistas must remain dispersed. This may be attained by the concentration of enough Mexican forces in the north. Carranza has such forces at his disposal. He faces no serious opposition elsewhere in Mexico. He faces no military problem in the north, but only a police problem. When he has given complete assurances of his ability to deal with that task, it will be time to speak of a retirement of the American troops.

## THE PROGRESSIVES.

Peoria Journal: It will not be surprising if those members of the progressive party who are devoted to its principles and consider it as a real political party rather than a personal convenience of Colonel Roosevelt and his friends shall just now be suffering from chagrin and bitterness. Such a state of mind would be natural and justifiable. For there never was a more heartless betrayal of a party by its leader than Roosevelt's betrayal of the progressives. The frenzied delegates to the Auditorium convention, who centered all their hopes on the candidacy of Roosevelt for president must have something of the feeling that comes to an unsuspecting countryman when the creamery promoter flees with all the money and leaves him with a bunch of worthless stock and a variegated collection of liabilities.

It will be difficult for these progressives to escape the conviction that Roosevelt has helped to sustain the party thus far for his own special aggrandizement and that the progressive convention in Chicago was regarded by the colonel and his friends solely as a club wherewith to force Roosevelt's nomination by the republicans. When the party ceased to be a personal asset, when its potentialities as a club failed, Roosevelt "threw it down" without hesitation and apparently without compunction.

Whatever endorsement Roosevelt shall give to Hughes at this time—if such an endorsement be forthcoming—will be unconvincing. His flippant characterization of the associate justice as the "bearded lady of the bench"; has open denunciation of Hughes in at least two addresses; and his palpable reluctance to place an O. K. upon the prospective action of the republican convention when it was evident that Hughes was the one "available" candidate—all will speak more truthfully and with more conviction than any post-convention statement the colonel may offer. The antipathy of Roosevelt for Hughes is constitutional; any pretended endorsement of the republican nominee from Oyster Bay will be intended for political consumption only.

So far as the rank and file of sincere progressives are concerned, however, it is difficult to believe that even Roosevelt's active espousal of Hughes could move them. On the contrary their confidence in their former leader will have been so sadly shaken by his desertion that they will rather resent any attempt at delivery of the party vote. If the moosers are actuated by genuine devotion to principles they have two courses: They will either go ahead and name a progressive candidate in lieu of Roosevelt, or they will combine with the democrats openly to defeat the reactionary old party and continue in office the most progressive president since Lincoln.

## OTHER PEOPLE'S CHILDREN.

"Whenever it is necessary, for the welfare of the children, to insist that one or more families be quarantined," says the July Woman's Home Companion, "it is astonishing how frequently this is taken as a personal insult by the parents. It seems to be considered as an infringement upon the family rights and not for one moment to be tolerated."

This editorial has to do with a widespread evil. It says further:

"A striking instance came to notice recently in a suburban town. For some weeks sporadic cases of diphtheria had been appearing. Every care was taken to find out the source of the trouble—but all to no avail. There were carriers at large, and no one knew who was responsible. So it was decided to make a systematic examination of the throats of the school children, and to send cultures of all suspicious-looking cases to the laboratory. It was found that 25 per cent of these cultures gave a positive reaction, so, of course, these children were promptly banished, and quarantine ordered by the board of health. The nature of the work and the necessity for these precautions were explained to the parents in every instance; nevertheless, some of these same parents were very angry, and tried various devices to break the quarantine. One of the mothers threatened a law suit unless her child was promptly taken back to school and the sign put on her house by order of the board of health immediately removed!

"Another mother entirely ignored the notice sent to her, and flatly refused to keep her child in the house, though she knew he was not well when she sent him to schol. It was several hours after this child had been sent home before the mother could be brought to terms. Meanwhile, to spite the authorities who had perpetrated this outrage upon her family by barring her boy out of school, she sent him over to one of her neighbors to play with the children. Two of these children promptly contracted diphtheria, and the younger one, scarcely more than a baby, developed a malignant type and died in two days. It would certainly be using a harsh expression ot say that the child was murdered, and yet if he had been neatly shot he would have suffered far less."

## PARTY OF BUSINESS EFFICIENCY.

St. Louis, the metropolis of the Mississippi valley, welcomes with enthusiasm the leaders and representatives of the party of business efficiency, says the St. Louis Republic. When Woodrow Wilson was elected the thing the country needed more than anything else was a business administration. The democracy asks for judgment on the record.

For 50 years, up till 1913, our national banking system had been discussed and disputed about. The critics agreed upon just two things: that its provisions as to reserves and commercial paper were the worst ever devised by the wit of man and that our foreign trade had developed as far as it had in spite of our idiotic banking system. Then the democracy came to power and developed and set in operation a system which banker, merchant, manufacturer, investor and wageworker unite in praising.

For a quarter of a century the United States had been trying to secure an income tax law. The democrats passed one in 1913. It is well known that new taxes are usually greeted with hard words and hatred. Where are the critics of the income tax?

The American people demanded downward revision of the tariff on imports in 1908. They did not get it. In 1912 they turned to the opposition party with the same demand. The tariff has been revised. No man has yet arisen to deny that it was revised honestly, and the prophecies of commercial ruin made by republican critics read, in the light of facts, like unconscious humor.

The republicans passed the Sherman anti-trust law in 1890, as a curtain-raiser to the McKinley tariff act, which disorganized the revenues of the country and defeated the party in 1892. They conveniently forgot all about the other statute, and when public opinion goaded them into an attempt to enforce it, its vagueness operated as a damper upon business enterprise; it encouraged scallawags and puzzled honest business men. For years there has been a cry for legislation making clearer the area of the operation of the law. The moral courage and legislative ability of the republicans were unequal to the task; but the democracy has put on the books a law supplementary to the Sherman act which makes much clearer the straight path. There has been no demand for that law's modification or repeal.

It has often been pointed out that the government, under the republicans, harmed business both by legislation in the interest of specially privileged classes and by vague prohibitions like those of the Sherman law, but seemed incapable of constructive action. The democracy has passed the trade commission act. The first two tasks essayed by the commission were the marketing of a crop of an industry threatened with disorganization by pending litigation—the sisal fiber industry—so that business might go on while questions of law were being adjudicated; and the study of the whole problem of the distribution of lumber, with a view at once to a reorganization of selling agencies which should be agreeable to the law and profitable to the producers.

In 1898, on the outbreak of the Spanish-American war, our navy was without auxiliary ships necessary to put it on a war footing. President McKinley's secretary of the treasury bought them where he could. He bought junk and paid high prices for it; the inquirer is referred to the prices which the ships so purchased sold for at the end of the war. Today it would take 500,000 tons of shipping more than the deep-sea fleet of the American merchant marine could furnish to supply our fleet with transports, hospital and supply ships, repair ships, dispatch boats, etc. The Wilson administration has a bill now in congress for ship-purchase which would meet this need and make our navy potentially efficient.

Our banking machinery for the general community was as bad as possible when the democracy took the government tiller in 1913, but the financial machinery necessary to our greatest industry—agriculture—simply did not exist. There is in congress today a rural credits bill which will do for the farmer what the general banking system does for the merchant and manufacturer. Measures for the creation of a permissive warehouse system and for the establishments of standards for grain and cotton which will make possible the obtaining of loans on nonperishable products under the federal reserve act are now in process of enactment also. The government is treating farming as a business for the first time in the history of the past 50 years.

Where is there a great business question before the American people that the democracy has dodged? Where is there a business statute passed in the past three years which the business community would have repealed? Where is there a more vivid contrast than that presented between the business sense of the democrats at Washington and the impotence of the republicans? St. Louis pays tribute to the party of business efficiency.

## FAILURE OF GOVERNMENT OWNERSHIP

The results of government ownership and management of railways in Canada constitute a powerful argument in favor of the abandonment of that policy in the Dominion and against its adoption in the United States, says Samuel O. Dunn, editor of the Railway Age Gazette, in an article on "The Failure of Government Ownership in Canada," published in the June issue of the Journal of Political Economy.

The article analyzes the history of the Canadian government's ownership and management of the Intercolonial and Prince Edward Island railways, a total of 1,736 miles of line, and declares that "the Canadian state railways have been an utter financial failure." In 25 out of 47 years the Intercolonial is shown to have failed to earn as much as its operating expenses amounted to, while on the Prince Edward Island the operating expenses have exceeded the earnings in every year that the government has owned it.

This condition is ascribed to the original poor location of the Intercolonial and the failure to shorten its mileage between important terminals by building a cut-off, to wasteful mismanagement in construction and operation, to political interference with the management, to "pork-barrel" methods of securing the construction of pretentious passenger stations in small towns, and to the practice of making rates so low that a part of the cost of transportation is borne by the taxpayers of the entire country instead of by the users of the railways."

Mr. Dunn says in part: "One of the arguments advanced for government ownership in the United States is that under it the profits made by the railways would be received by the public instead of going to private capitalists. Those who reason thus often forget that while railway companies, if successful, yield profits to private capitalists, they also, unlike state railways, pay taxes to the public.

"The combined cost to June 30, 1914, of the Intercolonial and the Prince Edward Island, as shown by the official reports, was $112,351,000, or $64,718 per mile. Computed in a more correct way, their total cost to the public had been $380,000,000 or $219,000 per mile. This figure includes expenses and interest which they had failed to earn, but nothing for the taxes which the public would have collected from them if they had been privately owned. These railways are almost entirely single-track lines; they are not very well constructed, maintained, nor equipped; and yet their cost per mile to the public, properly computed, has exceeded the average capitalization of any railways in the world except those of Great Britain. Their losses in the fiscal year 1914, as shown by the official reports, were $445,000, this being the difference between their expenses and earnings. Properly computed, their losses in that year were almost $16,000,000. They can hardly have a physical value exceeding the $112,000,000, or $64,718 per mile, which they are officially represented to have cost. Assuming that they are worth this, the difference between their present value and the total amount they have cost the Canadian public is $268,000,000, or $154,378 a mile. This represents the absolute loss they have inflicted on the taxpayers of Canada, including operating deficits and unearned interest on the investment.

"The management of the Intercolonial by the Dominion government has covered 47 years. The official figures show that in 22 of these its earnings have exceeded its operating expenses, its combined net earnings in these years having been $1,967,000. In the other 25 years its operating expenses have exceeded its earnings, and its combined deficits from operation in in these years have been over $11,500,000. Therefore, under government management its net deficit—allowing nothing for taxes nor interest—has been $9,500,000. Still worse has been the plight of the Prince Edward Island. The deficits from operation of the two roads under government management have been $12,800,000.

"There is in Intercolonial history a minor illustration of the fact that government ownership is less fatal to financial success than government management. The Windsor branch, a part of the road 32 miles long, is owned by the government, but has been operated under lease by private companies since 1881. Since 1911 it has been operated under lease by the Canadian Pacific. In every year but one since 1881 the government has received net earnings from it. The net earnings of the branch in the aggregate from 1881 to 1914 were $662,555; and they account for more than one-third of all the net earnings the Intercolonial has made since 1867."

The average rates per mile of the Intercolonial are shown to be lower also than those of the Grand Trunk and the Canadian Pacific, which operate in the same territory, but the road was built in such a location that its mileage between points at which it competes with the other lines is so much greater that its average rates per mile are less than those of the other lines that charge the same rates.

"Because of the original location of the Intercolonial," Mr. Dunn says, "and the persistent error made in not reducing its length, its mileage between Halifax and Montreal is 837 miles, while that of the Canadian Pacific is only 758 miles. From St. John to Montreal by the Intercolonial is 740 miles, by the Canadian Pacific only 483 miles. The Intercolonial in moving a ton of freight from Halifax to Montreal carries it 10.4 per cent more miles than the Canadian Pacific; and in moving a ton from St. John to Montreal carries it 53.2 per cent more miles.

"The losses of the Intercolonial are due partly to the lowness of its rates, but more largely to other causes. The conclusion that least two-thirds of its losses are not due to its rates suggests that they must be due to uneconomical management. In this connection stress must be laid on the fact that the cost of providing railway service necessarily includes capital expenses, as well as operating expenses. In 1914 the cost of construction of the Intercolonial was officially reported as $70,815 a mile. Interest on this at 4 per cent is $2,833. Added to operating expense per mile, as already indicated, of $11,541. Taxes on the same basis as those the Canadian Pacific paid would increase this to $11,671. The Canadian Pacific eastern lines, for each mile of line operated, collected 15 per cent less than this from the public, while handling only 6.5 per cent less traffic per mile; they paid taxes; and they earned $1,573 net operating income per mile; and the Canadian Pacific system, as already indicated, not only paid interest, and dividends, but had a surplus. To have paid 4 per cent interest, and paid taxes and put aside surplus in the same proportion, the Intercolonial would have had to collect from the public $11,900 for each mile of its line, or 18 per cent more than the Canadian Pacific eastern lines did.

"It is clear that the service of the Canadian Pacific, while profitable to its owners, costs the public much less in proportion than that rendered by the Intercolonial. And the expense of it is more equitably distributed. It is all paid by those who receive the service, while only from one-half to three-fourths of the total expenses incurred by the Intercolonial are borne by those who receive its service. The rest is borne by the taxpayers.

"The question naturally arises as to why the total expenses of the Intercolonial are so great. Its 'cost of construction'—the investment in it—is excessive according to the standards of Canada and the United States. The average capitalization of the railways of the United States in 1914 was only $66,661; and an average mile of their line was a much better piece of property and handled substantially more traffic than an average mile of the Intercolonial. The average capitalization of the private railways of Canada, excluding duplications, was $53,619. The explanation of the intercolonial's large cost of construction must be that expenditures on it have been made wastefully, or that its accounts have not always distinguished accurately between expenditures for construction and operation."

Analyzing the operating expenses of the Intercolonial, Mr. Dunn finds that while its traffic was about 6.5 per cent greater per mile than that of the Canadian Pacific, it spent less in 1914 on the upkeep of its tracks and structures inthan the Canadian Pacific, but 13.5 per cent more for "maintenance of equipment," 16.5 per cent more for "traffic expenses," 13.5 per cent more for "conducting transportation" and 30 per cent more for "general expenses" per mile. "One of the surest indications of uneconomical and inefficient management," he says, "is that a road is spending a relatively small part of its earnings for maintenance and a relatively large part for conducting transportation and for general and traffic purposes. What is spent for maintenance goes into the physical property and helps to keep up or improve the service, while what is spent for conducting transportation and for general traffic purposes adds nothing to the physical property, but is gone forever."

"The major cause of these results," says Mr. Dunn, "has been the influence of politics. The prevailing low rates have been made as a sop to the people, and especially to the French population, of the eastern provinces. It was formerly customary for the party in power to buy railway supplies only from its supporters. It was common practice largely to increase the number of employes some weeks before election, and every officer of the road frequently had the experience of coming to his office and finding among his subordinates the faces of men he had never seen before, and who had been put on his pay-roll at the instance of politicians. Political influence was used not only to secure excessively large and expensive passenger stations, but also unnecessary and unprofitable passenger and freight service."

## Daily History Class—June 15.

1215—Magna Charta signed by King John.

1775—George Washington took command of the American army.

1888—Frederick III., king of Prussia and German emperor, died; born 1832. Accession of Emperor William.

1915—A German Zeppelin killed sixteen persons in a night raid on the northeast coast of England. French aviators bombarded Carlsruhe, Baden, killing 200 noncombatants.

## CHORDS AND DISCORDS

"SILENT Women Will Ask Vote of Democrats."—Headline. The girls always have been successful in using the sign language.

JOSEPHINE Davis, the heroine of the Orpet trial, is too good a looking girl, if we are to believe her pictures, to have kept her secret, if such it was. Of course Josephine had no idea, when she decided to bare her story on the witness stand, that she would have calls to the vaudeville stage and the screen. Well, she hasn't had any, yet, but, like all other ambitious women, she doubtless has hopes. She has had the publicity. Now all she needs is to hear from an enterprising manager.

**WILLIAM Jennings Bryan is said to have shed tears yesterday in Saint Looey. They would never have been noticed in Chicago had he sprung them there. It rained every day except one during the republican convention.**

EVEN the fall of Verdun wouldn't get very far on the front pages of the newspapers these days. The fall of political convention aspirants is of far greater importance to the American public.

**The Mystery Deepened.**

At the Rector store a brick was thrown through the glass in a door and the thief unlocked the door through the opening made. Mr. Rector missed nothing today except about two pounds of candy. At first it was thought that boys were the guilty parties, but on the glass door at the Rector store the finger prints indicated a large hand—Bluffton (Ind.) Banner.

HUGHES, the republican presidential nominee, is to be invited to Chicago. The reception committee should not fail to show the gentleman the hole in the lake into which the form of one T. Roosevelt was dropped after it had been flattened by the steam roller.

**"I AM glad to see Mr. Hughes come out from behind that flock of alfalfa, at the rear of which he has been hiding these many months," postcards Ignatz. "He may not make much noise on a still day, but we'll all hear him when the wind rises, believe me, unless the barbers' union forces him to submit to the lawn mower before the opening of the campaign."**

WE have a communication from L. W. S. on the agitation against the tendency to display the female form, his contribution, he states, having been inspired by a friend's quotation of a London cabman, who remarked to a woman who hesitated in alighting from his conveyance on a windy day, "legs are no treat to me." L. W. S. retorts: "That's the point I desire to make. The leg, when it is all revealed to the naked eye, is not a shock; that is the normal-sized one is not. But what causes the protest is in giving us only a little bit off the top, or off the middle, I suppose I should state. These half-way exhibitions are so unsatisfactory. I am in favor of the gentler sex either covering up entirely, or coming through with the whole pedal. Then we'll have a better understanding of them and theirs."

THOSE who have yarns to tell during centennial week about the days when the redskin roamed these parts should remember that B. Hawk will be hanging out in Spencer Square with both ears wide open. If you are discreet you will say nothing personally objectionable to the old warrior, lest he might turn a pair of his lions loose on you. Or, perchance, he would treat you to a ducking in the square fountain. You may also be interested to learn that he is no longer accepting red eye as a bribe. He voted dry at the last election. You might clip this out and mail it to some friend who is coming to the celebration ,to protect him against the mistakes referred to.

**MOVEMENT has been started in Madrid to propose king Alfonso as candidate for the 1916 Nobel peace prize. Now, gol ding it, what has Alf been doing? Or perhaps he hasn't been doing anything, as usual. Last time we saw his name mentioned in the papers he had experienced a successful fall from his mount while playing polo. He just wanted to prove to king George that it was possible to tumble from a horse without being hurt. Alf did the trick, but George didn't. Perhaps that's the reason for the peace prize bid.**

THE only reason apparently that the Moline Eagles didn't win more parade prizes at the convention in Rock Island was that its entries had become exhausted.

**WHY all this opposition to whiskers? Doesn't Uncle Sam wear them? asks an exchange. Lincoln also wore a flowing cravat. But Senator Sherman isn't to be our next president.**

BILLY Sunday describes Kansas City as a hell hole. If there weren't any hell holes Billy would probably be managing a minor league baseball team.

**SECRETARY of War Baker is President Wilson's O. k. man at St. Louis. Justice Hughes was Roosevelt's k. O. man at Chicago.**

BECAUSE of lack of hotel accommodations 60 clergymen are in jail at Devil's Lake, Wis. What could ministers expect in picking out a town with such a name in which to hold a convention?

CHICAGO friends of Roger Sullivan are urging him for the democratic vice presidential nomination, despite that he has repeatedly asserted that he does not covet the honor. The boom for him at least proves that not all men are slow to manifest their gratitude, Roger having furnished a special train on which to carry the boys to the convention city. They seem to have misinterpreted his motive. Truth is that Roger had no motive. He just can't help being a good fellow. Hiring a railroad train is one of the easiest things he does. Would that we had more millionaires that separated themselves from their surplus gold with the abandon of Brother Sullivan.

J. M. C.

# The Daily Story

### What Befell an Ammunition Train—By F. A. Mitchel.

John Brentwood of New York when the pan-European war broke out was studying aviation and determined to go to the war in the flying corps. He went to England, where he was commissioned an aviator and was sent to Belgium.

Brentwood became very expert with his machine and made many a valuable reconnoissance for British generals, but the most valuable work he did for his side was in another line entirely, though without his aeroplane and, for that matter, without an accident to it he would not have been in a position to accomplish the feat.

John was soaring one day while the enemy was making strenuous efforts to capture a British position of great value. The Germans had rained a hailstorm of explosives at the position for thirty-six hours, then charged it. They took it, and it was retaken and taken again several times. John was up in the air directing the British gunners where to fire when he saw a long ammunition train beneath him moving toward that part of the German line which was engaged. Signaling the fact and its location, it was bombarded, with the result that a number of the men operating it were killed.

While he was looking at the train something gave way in the machinery of his aeroplane, and he began to drop. He succeeded in starting up again just before landing, and this saved his life. He fell in a thicket of low growth bordering a creek, and before the Germans came up to seize his machine he succeeded in getting away from it and hiding under some rocks.

It was not long, however, before he heard voices nearing him and concluded that he had better move on, for he was doubtless being hunted. Hearing the hissing of a locomotive, he knew he was near the ammunition train he had seen. He climbed up the bank, and, sure enough, there within a hundred feet of him was the engine standing on the track without any one visible in the cab.

John made up his mind to a bold dash. Running to the locomotives, he mounted to the cab, and there lay the engineer mutilated. He had been killed by a shell fragment. The missiles were still coming so thick that John did not expect to live very long himself. He determined to take that train away from where its freight was especially needed. He knew very little about a locomotive; but, always having been fond of machinery, knew enough to back up. This he did, slowly at first; but, gathering impetus, and then reaching a decline in the grade, he moved quite rapidly. He saw an officer galloping toward him, frantically waving his sword, doubtless as a signal for him to stop, but by this time John was going as fast as the rider and paid no attention to him. A switch had been left open, and the result was that two-thirds of the train was dumped into the creek.

This caused a halt, and John knew that it was time to get out before any one could reach him. It occurred to him that the best chance for him was to hide under the engine. He succeeded in getting there in time to escape detection. A few minutes later there was a babel of voices about him—officers, soldiers and train hands shouting and gesticulating. Finding the engineer's body in the cab, they supposed that he had been running the engine, and his being killed had caused all the trouble.

It occurred to John that if he could reach a point where the overturned cars were in the creek he might find a more permanent hiding place. Waiting till the crowd had left the engine he peeped and saw that the car next back of him was leaning against underbrush. He succeeded in getting from under the locomotive to this car without being seen, and then it was an easy matter to wriggle through the brush and down to the creek.

John was in the enemy's line, but there was no necessity for him to be suspected of wrecking the ammunition train. The chances of his getting back to his comrades were slight, and he made up his mind to surrender himself when he could do so without exciting any especial suspicion. He remained in the creek till night made his hiding more effective; then crawled up on to the opposite bank of the creek from the wrecked train.

All was still except periodic booms. There was no evidence of any one being near him, and it occurred to him to take his chances of getting into the British lines. This would necessitate his approaching the German trenches from the rear, since the two forces were facing each other and very near together. Advancing, he soon came to the German trenches. He walked over one of them without their suspecting his not being one of them and maneuvered among the trees and brush till he suspected the position of the British. Crawling near to them, he whistled "God Save the King" in a low tone.

"Who's there?" came a voice and a simultaneous click of a rifle.

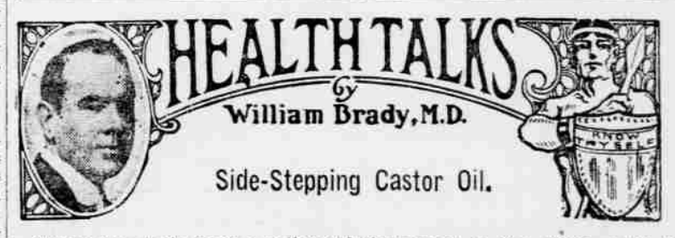
Without replying at once John changed his position, then called in a low voice:

"Friend."

In another moment he was in the British lines.

When John related his adventure to his general and it was learned that it was through his feat that the Germans had discontinued their attacks he was offered anything he might ask for.

He asked for another machine.




Having repeatedly taken a wallop at that venerable heirloom from Egyptian medicine, castor oil, and having received some very indignant protests from some very wide-awake "old women"—the kind we delight to know—it seems only fair that we should explain just how castor oil may be evaded under all circumstances. This ought to win for the much abused conductor of this ohua of obloquy the undying gratitude and love of all persons under the age of reason. After the age of reason, somehow, castor oil is seldom necessary.

The objections to castor oil, to repeat, are several: 1. Its nauseous flavor and the impossibility of wholly disguising or removing this flavor. 2. Its marked binding effect next day. 3. the fact that it is an irritant cathartic. 4. The fact that it causes red blood corpuscles to be passed in the bowel movements. Castor oil is no more soothing or healing than other laxatives, and serves no practical purpose which cannot be as well or better served by more agreeable remedies. We will mention a few of such remedies.

Aromatic syrup of rhubarb is a standard formula of the United States pharmacopoeia. Given in the same doses, and for the same purposes, as castor oil, it will produce all the good effects you could expect from the latter and at the same time make the little patient your loyal friend, for it is "the candy medicine." It is sometimes called "spiced" syrup of rhubarb.

For babies and chidlren a teaspoonful of milk of magnesia, which is a standard remedy of the National Formulary, may be given every few hours until effect. It is almost tasteless, is tasteless when given in milk. It is alkaline, and tends to neutralize acid stomach and stop vomiting from that cause. It is rendered more active as a laxative if some lemon juice, orange juice or other fruit juice is given a few minutes after each dose.

As a mere lubricant of the intestinal canal, any of the various mineral oil preparations—purified liquid petrolatum—may be given to a child in teaspoonful doses, to an adult in tablespoonful doses, two to four times a day as needed.

The aromatic fluid extract of cascara sagrada is a pleasant, mild laxative for babies and children, in doses of from five drops to half a tablespoonful two or three times a day.

For older children and adults, a fresh bottle of liquid magnesium citrate (citrate of magnesia) may be administered, a wineglassful every hour until effect, as a mild, efficient laxative for occasional illnesses. It should be given quite cold.

For habitual use—if diet cannot be made to regulate the bowel—a one-grain tablet of phenolphthalein, flavored with chocolate, cocoa, vanilla, wintergreen or just sugar, may be chewed at night, more or less, as individually required. Or, what is quite as harmless, an ounce of senna leaves may be finely chopped and mixed with about four ounces of figs, kept in a fruit jar, and doled out as a "chew" when a simple laxative is desired.

### QUESTIONS AND ANSWERS.

**Interesting to All Women.**

What is the cause of dark rings under the eyes?

Answer—1. Low blood pressure. 2. Autointoxication from putrefactive decomposition in the alimentary canal—and only nitrogeneous material, chiefly of animal origin, can putrefy. Moral: If you have dark rings under the eyes, and perhaps "moth patches" or bad complexion, be a vegetarian.

**Strychnin and Nervousness.**

Is strychnin good for nervousness?

Answer—No, it is likely to make you more nervous.

**Canton To Be Rebel Capital.**

Canton.—Revolutionists now believe that Canton probably will be made the capital of the provisional republican government they hope to set up in South China, and every effort will, they declare, be made to gain foreign recognition. Talk of compromise is scouted by the more ardent revolutionists, who have little regard for General Lung, the military governor who declared the independence of Kwantung only after great pressure had been brought to bear on him.

Representatives of the army, navy, police and commercial interests, as well as men representing all sorts of charitable and government organizations held a meeting recently at which the following resolutions were passed:

"First. The object of Kwantung's declaration of independence was to compel President Yuan Shi-kai to abdicate.

"Second. Yunnan, Kweichow, Kwangtung and Kuangsi are united into one family, whose armies and peoples shall work toward the preservation of all. Henceforth citizen-soldiers shall not compel the disarmament of the regular army and navy, nor seize vessels of citizens, nor enter Canton. Revolutionary troops entering Canton without express permission will be treated as bandits.

"Other matters will be left in abeyance pending the arrival of Tsen Chen-hsuan, Lu Yung-ting and Liang Chi-chiao.

"Third. Self-appointed soldiers of the republican army attempting to make trouble in their districts will be treated as tufei (robbers).

"Fourth. The revolutionary naval commander, Ngi Bong-ping, who is now at Canton, will be requested to prevent revolutionary forces from coming to Canton.

"Fifth. Lung Chi-kwang and other provincial commanders shall enforce these resolutions."